भी पूछा कि क्या उपाय है, कौन-कौन से तरीके है जिससे लोगों के साथ, नागरिकों के साथ उनके व्यवहार ठीक रहे। सभापति जी, यह मामला अभी कुछ साल पहले सुप्रीम कोर्ट में गया था, एक मुकदमें के जरिए। सुप्रीम कोर्ट ने अपने फैसले में, क्या-क्या आदेश दिए जाने चाहिए सेना को, उनके अपने व्यवहार के बारे में, वे आदेश उस विस्तार से कुछ मुद्दों के साथ दिये थे। उनका अमल पूरा-पूरा होता है और इसमें किसी भी प्रकार का कहीं भी गलत काम होता हो तो जो गलत काम करने वाले व्यक्ति हैं उन्हें सजा दी जाती है। 1993 से लेकर 1999 तक की अवधि में सेना के 120 लोगों को सज़ा दी गई और 1999 में तीन लोगों को सज़ा दी गई । इसलिए जहां कहीं कोई गलत काम करता है अथवा आदेश का पालन नहीं करता है, उन पर तत्काल कार्यवाही करने का इंतज़ाम है, आर्मी हैदक्वार्टर्ज़ में ह्यूमेन राइट्स सेल है जो सारी चीजों को मोनिटर करता है। चूंकि सेना की अपनी धरती पर भी परेशानियां है और अगर अपने ही नागरिकों को परेशानी हो दुश्मन से सामना करते हुए तो फिर किसी को भी स्वीकार नहीं हो सकता है। लेकिन जहां कहीं भी गलती होती है या जानबूझ कर के काम किया जाता है और ऐसे अपराध होते हैं वहां सज़ा दी जाती है।

MR. CHAIRMAN: Have you completed your answer?

SHRI GEORGE FERNANDES: Sir,, there are two other parts of this question about infiltration.

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO STARRED QUESTIONS

News-item regarding Mid-air crash

*85. SHRI P. PRABHAKAR REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether Government's attention has been drawn to the news-item "Mid-air crash averted on R-Day" appearing in Hindustan Times dated 3.2.2000;

(b) if so, Government's reaction thereto; and

(c) whether independent inquiries have been conducted into the matter and if so, the findings thereof and the follow-up action taken/ to be taken in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) and (c) On 26th January 2000, as part of the Republic day Parade flypast, a formation of three TU-142 M aircraft of Navy was required to

follow a composite IL-76, AN-32 & Dornier aircraft formation. Both formations were to fly together with the TU aircraft formatioxn trailing 32 seconds behind the IL-76 formation. However, as informed by Navy, due to constraints of maneuvering such large aircraft in formation, the Naval aircraft formation which took off from its launch base in Arakonam (in Tamil Nadu), arrived at the orbit point of departure (over Jhajjar in Haryana) a fraction of a minute early. In order to offset the effect of leaving early, the TU formation reduced speed to the minimum acceptable limit. But this itself was not found adequate and therefore the TU formation correctly gained height to create vertical separation between the two formations. Though the two formations were in close proximity of each other, both were well aware of the air situation and at no stage was there a danger of a mid-air collision. Suitable assistance was also provided to the two formations on the Radio-Telephone (RT) by Flypast control to control the situation.

Formation flypasts involve movement of a large number of aircraft in close proximity and is always conducted in good visibility. Rules for formation flypasts are well laid out. As aircraft in formation fly past though traversing a similar course observe height separation, the risk of accidents particularly due to relative speed between them, is extremely low. To further ensure safety, visual contact is always maintained while keeping vertical/lateral separation. Measures are taken to abort the fly pas; if visual contact cannot be maintained or if there is likelihood of compromise of flight safety. However, as a precautionary measure, the Captain of the TU-142 lead aircraft has been thoroughly briefed.

Since flight safety was not compromised and adeqeate action to ensure safety had been taken, a full fledged inquiry was not considered necessary. However, investigations revealed that since the TU-142 formation was a fraction of a minute early to set out from its departure point, it had to gain height to create vertical separation between it and the IL-76 formation. Necessary fine-tuning would be donein the composition and planning of flypasts in future to cater for such contingencies.

Missing Defence Personnel

*86. SHRI KARTAR SINGH DUGGAL: Will the Minister of DEFENCE be pleased to refer to answer to Unstarred Question No. 3128 given in R?p a Sabha on 4th September, 1996 and state: